



PORT OF PORTLAND

DAILY DIARYPAGE 1 OF 2PROJECT Terminals 5 and 6 Maintenance Dredging CONTRACT NO. 52374/00D090CONTRACTOR Hickey Marine SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Wednesday, January 24, 2001 REPORT NO. 003WEATHER Overcast to Partly Cloudy, AM - Light Rain TEMPERATURE 40 - 45**NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:**

Hickey Marine -  
Port Navigation - Manager, Captain, Crane Operator, 2  
Deck Engineers, Electrician

**MAJOR EQUIPMENT ON JOB (Size/capacity and hours):**

Hickey Marine -  
Port Navigation - 67 Ton Water Crane, Rental Spud Barge,  
Landing Barge, WLW Tugboat, Tender Don, Hickeys' Dredge Barge  
(Dump Scow), Toyo Pump

**CHRONOLOGICAL ACCOUNT OF DAY'S WORK**

7:00 am Per telecon with Greg (Hickey), Tidewater was looking for the Port Dredge and inquired about location and if the lights were on.

7:20 am Per telecon with Walt (Port Engineer), we discussed the dredging operation. Walt informed me that he would be at the Port Rehandling Facility shortly.

8:00 am I met with Mitch (Port Deck Engineer) and we inspected the rehandling facility berms together. There were no breaches of the berms observed. The silt fencing appeared to be in good condition and functioning adequately.

9:00 am I observed that there appeared to be no visible turbidity at the boat ramp area of the Port pumping site. Marcel (Port Project Manager), Walt (Port Engineer), Rob Cook (Navigation Manager), and John Childs (Port Environmental) were on site to observe the pumping operation. The Toyo pump was being used to remove dredge material from Bin No.4 of Hickeys' dredge barge (dump scow).

9:30 am John Childs (Port Environmental) sampled the water-soil mixture from the outflow pipe at the rehandling facility. Per telecon with Greg Perkins (Hickey), he would be coming to the site to observe the pumping operation. He inquired if the material could be pumped out with the 4 inch screen straddled over 2 bins. I indicated that there would not be sufficient access to the bottom of the bins to thoroughly remove material.

I met with Marcel (Port Project Manager). He inquired if Hickey could start dredging this afternoon at Terminal 5, since the pumping might be completed before noon. Per telecon with Greg Speyer (Hickey), he was not prepared to mobilize his crew this afternoon. He also informed me that Perkins would not be coming to the site today. I notified Marcel. Per telecon with John Durst (Port CCM), I notified him as well.

10:00 am I observed that there appeared to be no visible turbidity at the boat ramp area of the Port pumping site. The pumping of barge Bin No.4 was completed to approximately 2 feet above the bottom steel plates. The Toyo pump was moved to Bin No.6 to remove mostly water from the bin.

10:20 am Jeff Hawkins (Dredge Captain) pulled up the water intake fish screen. I observed that the screen appeared to be clean. There were no fish observed on or inside the screen enclosure.

10:30 am Per voice message to Greg Speyer (Hickey), I informed him that the pumping of material was nearly completed. After the pumping of water was completed, the barge would be available for removal. I indicated that I anticipated that there would be approximately 2 feet of water remaining in the bins, with the exception of the bin with the screen on top and the bin with the debris.

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10:45 am I observed that there appeared to be no visible turbidity at the boat ramp area of the Port pumping site.

11:00 am The pumping of water from the bins was completed. I estimated that there was approximately 1 foot of water in Bin No.6, 4 feet of water in Bin No.5 and 2 feet of water in Bin No.4. I notified Greg Speyer (Hickey). I indicated that the barge was available for removal.

11:30 am Before leaving the Suttle Road Rehandling Facility, I inspected the berms and silt fences and determined that they were unaffected by the pumping operation.

3:00 pm Per telecon with Jeff Hawkins (Port Dredge Captain), he requested notice by 1500 hours tomorrow, if pumping was required on Saturday or Sunday.

4:00 pm Per telecon with Greg Speyer (Hickey), they will be at Terminal 5 at 8:00 am tomorrow.

4:30 pm Per voice message to Tim Hagedorn (Hagedorn Survey), I informed him that we anticipated a need for surveying at Terminal 5 on Saturday or Sunday.

6:30 pm According to John (Port CCM), there was now a ship scheduled for Terminal 5 on Sunday morning. However, there was a possibility of dredging on Tuesday or Wednesday after the ship leaves Terminal 5.

TESTS PERFORMED: \_\_\_\_\_

PHONE LOG: \_\_\_\_\_

SITE PHOTOS/VIDEOS TAKEN: \_\_\_\_\_

FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED: \_\_\_\_\_

INSPECTOR Frank Schmidt HRS \_\_\_\_\_ DATE \_\_\_\_\_

(signature on hardcopy)– \_\_\_\_\_